

AMENDMENTS TO THE SPECIFICATION

Page 1, prior to line 1, insert the following title and paragraphs:

-PRIORITY CLAIM

This is a divisional application of U.S. Application Serial No. 10/077,668, filed February 14, 2002, which claims priority to:

Country: Europe, Application No. 01810184.0, Filed: February 21, 2001. --

Page 1, line 2, insert -- BACKGROUND OF THE INVENTION --.

Page 1, starting at line 3, please amend the paragraph as follows:

The invention relates to a vehicle with a bumper which is attached to the vehicle transverse to the longitudinal direction of the vehicle via at least one deformation element, whereby the. The deformation element exhibits two first side walls that are spaced apart, and are jointed together via two second side walls that are spaced apart, where the. The first and second side walls feature first and second grooves that run transverse to the longitudinal direction of the vehicle and are arranged in pairs opposite each other, each in a common plane.

Page 1, starting at line 11, please amend the paragraph as follows:

A variety of means for attaching a bumper to a vehicle[[is]] are known. In order to in-crease increase the energy absorbing capacity of the bumper in an accident, it is also known to attach the bumper to the longitudinal beams of the vehicle via deform-ation deformation elements.

Page 1, starting at line 16, please amend the paragraph as follows:

In a known deformation element of the kind mentioned at the start above, two essentially U-shaped[[,]] parts made of steel sheet are fitted together to make a closed cross-section such that the flanges of the U-shaped parts overlap in pairs, and are joined together by resistance welding

at these overlapping regions. Grooves are provided on all four side walls over the whole breadth of the side walls, whereby the first and second grooves lie in the first and second side walls, all in the same plane.

Page 1, line 29, insert -- SUMMARY OF THE INVENTION --.

Page 1, starting at line 30, please amend the paragraph as follows:

The object of the present invention is to develop further a deformation element of the kind mentioned ~~at the start above~~, in such a way that the capacity to absorb the energy of deformation developed on collision with the bumper is greater than with comparable deformation elements. In addition, the deformation element should be simple and cost ~~fabvourable~~ favorable to produce.

Page 1, starting at line 36, please amend the paragraph as follows:

That objective is achieved by way of the invention in that the first grooves extend over the whole breadth of the first side walls, and the second grooves extend over only a middle part of the second side walls, leaving a free region ~~of free~~ at both edges, whereby the first grooves are arranged in pairs in first planes and the second grooves are arranged in pairs in second planes situated between two subsequent first planes.

Page 3, line 22, insert -- BRIEF DESCRIPTION OF THE DRAWINGS --.

Page 3, starting at line 23, please amend the paragraph as follows:

Further advantages, features and details of the invention are revealed in the following description of preferred exemplified embodiments and with the aid of the drawing which shows schematically in:

- Fig. 1 a perspective view of a deformation element with a bumper;
- Fig. 2 the deformation element in figure 1 shown enlarged;
- Fig. 3 an end view of the deformation element in figure 2 viewed in the longitudinal

direction x of the vehicle;

Fig. 4 a side view of the deformation element in figure 2, viewed in direction A; and

Fig. 5 a side view of the deformation element in figure 2, viewed in direction B.

Page 3, line 35, insert -- DETAILED DESCRIPTION OF THE PREFERRED EMBODIMENTS --.

Page 4, starting at line 20, please amend the paragraph as follows:

The deformation element 10 features two first side walls 28, 30 which are bent ~~out-ward~~ outward at the end remote from the bumper 12 forming a flange 32, 34. These flanges serve the purpose of screwing the deformation element 10 to a vehicle longitudinal beam whereby, when the deformation element is in the installed position, the flange 32 is arranged upwards as viewed in the longitudinal direction of the vehicle and flange 34 is arranged pointing downward. The end of the first side walls 28, 30 facing the bumper 12 is made in the form of a projection 36, 38 for attachment purposes.

Page 5, starting at line 20, please amend the paragraph as follows:

In the example of a deformation element 10 shown in fig. 1 - 5 a towing facility 56 is foreseen. This comprises essentially of a tube-shaped part 58 with an inner thread 60 for releasably screwing in a towing hook which is not shown in the drawing. At its end remote from the inner thread 60 the tube-shaped part 58 is welded to an insert 62, which in cross-section is approximately U-shaped and has the form of the inner cross-section of the second side walls 40, 42 and that of the strut joining them. On assembling the deformation element 10, the tube-shaped part 58 with welded on insert 62 is pushed from the open side of the middle part formed by the second side walls 40, 42 and the strut 44 through an appropriate opening 64 in the strut 44 up to the stop and welded in this position through slits ~~56, 58~~ 66, 68 provided in the second side walls 40, 42 for the purpose of fixing it to the strut 44. When the vehicle is towed, the tensile forces are transmitted to the longitudinal beams of the vehicle mainly via the first side walls 28,

30, therefore the edges 70 formed by folding the flanges 32, 34 on the first side walls 28, 30 are provided with reinforcing grooves 72 running transverse to them.

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